part 51. Copies may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on September 11, 1995.

Issued in Renton, Washington, on July 28, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–19121 Filed 8–9–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–132–AD; Amendment 39–9332; AD 95–17–03]

Airworthiness Directives; Lockheed Model L–1011–385 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all Lockheed Model L–1011 series airplanes, that currently requires a visual inspection to detect cracks of the forward or aft side of the aft pressure bulkhead, and repair, if necessary. This amendment requires various inspections to detect cracks or other discrepancies of the aft pressure bulkhead, and repair, if necessary. This amendment is prompted by a recent report of in-flight loss of cabin pressure on a Model L–1011–385 series airplane due to a rupture of the aft pressure bulkhead as a result of fatigue-related cracking. The actions specified in this AD are intended to prevent such fatigue cracking, which could result in rupture of the aft pressure bulkhead and subsequent depressurization of the cabin.

DATES: Effective August 25, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 25, 1995.

Comments for inclusion in the Rules Docket must be received on or before October 25, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–132–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Thomas B. Peters, Aerospace Engineer, Flight Test Branch, ACE–116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305–7367; fax (404) 305–7348.

SUPPLEMENTARY INFORMATION: On January 16, 1990, the FAA issued AD 90–03–11, amendment 39–6492 (55 FR 2639, January 26, 1990), applicable to all Lockheed Model L–1011 series airplanes, to require a one-time visual inspection to detect cracks of the forward or aft side of the aft pressure bulkhead, and repair, if necessary. That action was prompted by a report of loss of cabin pressure in the aft pressure bulkhead, which resulted in a rupture of a single gore panel. The actions required by that AD are intended to prevent structural failure of the aft pressure bulkhead.

Since the issuance of that AD, the FAA has received a report of loss of cabin pressure on a Model L–1011–385 series airplane, which occurred while the airplane was cruising at 31,000 feet. Investigation revealed a 4-inch long crack that was oriented in a circumferential direction in the gore panel of the aft pressure bulkhead located at the inner edge of the 6-inch doubler. The crack ruptured rapidly until it was stopped by the anti-tear strap. The cause of the cracking has been attributed to fatigue. The airplane had accumulated 35,810 total flight hours and 19,688 total flight cycles. Fatigue-related cracking in the aft pressure bulkhead, if not detected and corrected in a timely manner, could result in rupture of the aft pressure bulkhead and subsequent depressurization of the cabin.

This recent incident is similar to the incident that occurred in 1989, which prompted the issuance of AD 90–30–11 to require a one-time visual inspection to detect cracks of the aft pressure bulkhead. The FAA finds that repetitive non-destructive inspections of the affected airplanes are necessary in order to ensure that the unsafe condition presented by fatigue cracking is corrected, and to provide an acceptable level of safety.

The FAA has reviewed and approved Lockheed L–1011 Service Bulletin 093–53–258, dated February 20, 1990, which describes procedures for:

1. Performing a visual inspection to detect cracks or other discrepancies (including oil can buckles) of the upper gore panels from either the forward side or the aft side of the aft pressure bulkhead;

2. Performing an eddy current inspection to detect cracks of the aft left-hand side and the forward right-hand side of the aft pressure bulkhead; and

3. Repair of gore panels, if any crack or discrepancy is detected.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 90–03–11 to require repetitive inspections to detect cracks or other discrepancies (including oil can buckles) of the upper gore panels from either the forward side or the aft side of the aft pressure bulkhead, and various follow-on inspections. This AD also requires an eddy current inspection to detect cracks of the aft left-hand side and the forward right-hand side of the aft pressure bulkhead. The actions would be required to be accomplished in accordance with the service bulletin described previously. If any crack or discrepancy is detected, a repair would be required to be accomplished in accordance with a method approved by the FAA.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be

considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–NM–132–AD.'' The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–6492 (55 FR 2639, January 26, 1990), and by adding a new airworthiness directive (AD), amendment 39–9332, to read as follows:

95–17–03 Lockheed Aeronautical System Company: Amendment 39–9332. Docket 95–NM–132–AD. Supersedes AD 90–03–11, Amendment 39–6492.

Applicability: All Model L–1011–385 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously. To prevent fatigue-related cracking in the aft pressure bulkhead, which could result in rupture of the aft pressure bulkhead and subsequent depressurization of the cabin, accomplish the following:

(a) Prior to the accumulation of 12,000 total landings, or within 30 days after the effective date of this AD, whichever occurs later; unless previously accomplished within the last 2,500 flight cycles; accomplish either paragraph (a)(1) or (a)(2) of this AD in accordance with Lockheed L–1011 Service Bulletin 093–53–258, dated February 20, 1990.

(1) Perform a visual inspection to detect cracks or other discrepancies (including oil can buckles) of the upper gore panels from either the forward side or the aft side of the aft pressure bulkhead, in accordance with paragraph 2.B. of the Accomplishment Instructions of the service bulletin. Within 90 days after accomplishing that visual inspection, perform an eddy current inspection to detect cracks of the aft left-hand side and the forward right-hand side of the aft pressure bulkhead, in accordance with paragraph 2.C. of the Accomplishment Instructions of the service bulletin. Repeat the eddy current inspection thereafter at intervals not to exceed 2,500 flight cycles; or

(2) Perform an eddy current inspection to detect cracks of the aft left-hand side and the forward right-hand side of the aft pressure bulkhead, in accordance with the service bulletin. Repeat the eddy current inspection thereafter at intervals not to exceed 2,500 flight cycles.

(b) If any crack or discrepancy is detected during any inspection required by this AD, prior to further flight, repair in accordance with Figure 4 of Lockheed L–1011 Service Bulletin 093–53–258, dated February 20, 1990; or in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspections shall be done in accordance with Lockheed L–1011 Service Bulletin 093–53–258, dated February 20, 1990. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia 30337–2748; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on August 25, 1995.

Issued in Renton, Washington, on July 28, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–19119 Filed 8–9–95; 8:45 am]

BILLING CODE 4910–13–U